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FIELD OF THE INVENTION

The present invention refers to an improved window lift assembly adapted for being fitted in the lock of a motor vehicle, ~~which novel manufacturing,~~ conformation and design features
5 ~~fulfil fulfill~~ the purpose ~~to which it has been specifically~~ conceived, with a maximum that maximizes safety and effectiveness, and ~~providing~~ provides many advantages as it will be herein disclosed.

More particularly, the present invention refers to ~~the~~
10 ~~design of the~~ a window lifting device for motor vehicles ~~of the~~
~~type of these being~~ that is fixed in the lock device of the motor vehicle, ~~that is,~~ in which the track where the window pane driving slider is fixed to the lock device of the motor vehicle. In this particular type of window lift there is provided an
15 additional slider within the frame of the door of the motor vehicle.

BACKGROUND OF THE INVENTION

The invention provides a ~~new design of said type of~~ window
20 lifting devices in which ~~calculation variables are defined in~~
~~such a way that~~ the stability of the assembly, which is the main problem to be overcome in these conventional window lifting devices, ~~as it will be herein disclosed,~~ is completely
guaranteed, ~~further allowing to know the feasibility of a project~~
25 ~~for a window lift assembly to be fitted in a lock device.~~

The above mentioned disadvantage of the conventional window

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lifting devices fixed to the lock of the motor vehicle lies
~~basically in the uncertainty of the assembly in use, which is~~
mainly are due to the fact that both fixing of the window in the
slider and the guiding ~~thereof~~ of the window result in backlash
5 and ~~interferences~~ interference which negatively ~~influences~~
influence the system operation. Backlash and interferences are
indeed amplified to a large extent by the action of ~~the a~~
cantilevered pane of the device because ~~due to the fact that~~ the
window lifting device is mounted in the lock, ~~that is,~~
10 particularly on a side end of the door.

Practice has clearly shown that the main problem in ~~this~~
~~type of~~ conventional window lifting devices resides in the
difficulty of maintaining ~~the system stable since, as outlined~~
~~above,~~ stability because the pane may have a great length which
15 ~~consequently results~~ mentioned above in a high torque that makes
the system device unstable. ~~In this sense, it should be~~
~~especially stressed the fact that~~ Also, the load center of the
device, that is to say, the weight of the pane plus frictions, is
located quite far from the center of thrust of, the window lift
20 driving cable.

SUMMARY OF THE INVENTION

With the aim of seeking an effective solution that ~~allows to~~
~~maintain~~ maintains the static and dynamic stability ~~condition~~
25 ~~required~~ needed for a window lifting device ~~of the type of those~~
~~being mounted~~ in the lock of the door of a motor vehicle, the

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improved window lift assembly adapted for being fitted in the lock of a motor vehicle of the present invention has been developed, which will be herein fully described.

This window lift device is, as noted above, of the type of
5 which essentially comprises two guide and slider assemblies, one of which is fitted in the frame of the door and the other of which is fitted in the track of the window lift device. It further comprises a slider driving means mechanism that ~~include~~ includes an electric motor having a gearmotor. The sliders are
10 fixed to the window pane and the assembly is mounted attached to the lock of the motor vehicle with the track secured thereto.

The invention ~~ascertains the necessary conditions which the~~ contemplates design variables ~~should meet~~ for the ~~feasibility of~~ a stable assembly stability of the device. ~~Said The~~ variables
15 ~~present~~ in this ~~calculation~~ are ~~those herein~~ set forth below:

(Y₁) : distance between two points of contact of the slider in the track measured on a line parallel to said track;

(Y₂): distance from the upper edge of the pane to the fastening point of the slider of the door;

20 (X₁): distance from an end of the track (which is secured to the door frame) to the points of contact of the slider in the track;

(X₂) : horizontal distance between two points of contact of the slider in the track;

25 (H): height of the lower edge of the door of the vehicle to the belt line; and

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(h): height of the window of the vehicle.

The conditions which have to be met by said variables so that the design of this window lifting device is feasible are the following:

i) (Y_1) should be the maximum value possible for generating the maximum resistive torque to withstand the weight of the window pane and, at the same time, the condition that (Y_1) < (H-

h) should be also met in order to facilitate the assembly of the slider in the door;

ii) (Y_2) < (h- Y_2) since the descent load is less than the ascent torque due to gravity. As the window pane carries out an moves upward movement, the window lift should overcome overcomes friction and the weight of the pane~~[[,]].~~ ~~As while as~~ the pane ~~carries out a moves downward movement~~, loads are equal to friction minus the weight of the pane; and

iii) (X_1) should be as high or large as possible according to the geometry of the door.

In the event the value (Y_1) is very low or small, due to space reasons, and to the geometry of the door, ~~a condition it is preferable~~ that (X_2) ≤ ~~[[(]]~~ (X_1) ~~should be additionally met.~~

Preferably, (X_1) is ~~of the order of~~ 100-150 mm, depending on the space available for assembly.

Therefore, according to the invention, ~~it is necessary to keep in mind at least~~ the three variables (Y_1 , Y_2 , X_1) ~~in order~~

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~~for the assembly allow the lift~~ to be stable depending on the geometry and the loads on ~~each the~~ door.

An increased or large(Y_1) involves a higher limitation of rotation of the window lift slider on the track, so that the
5 window lift becomes stronger. On the other hand, (Y_2 , X_2) depend on friction loads.

Regarding the design of the slider of the guide of the vehicle door, guiding inside the door frame may be carried out in three ways:

10

1- By ~~only~~ providing a single point of contact inside ~~said the~~ guide, which allows rotation. In this case, in order to provide stability to the system, (Y_1) should be as high or large as possible, and (X_1) should be as low or small as possible and
15 (Y_2) depends on the load.

2- Completely guided without possibility of rotation. In this case (Y_1) should be as low or small as possible to avoid hyperstability and to prevent the system from being blocked, and (X_1) should be also as low or small as possible to avoid any
20 possible blocking torques.

3- The slider will have a single point of contact as in the first case, but the pane completely rests on the door frame. In this case (Y_1 , Y_2 , X_1) should be calculated according to the geometry and loads of the door, without considering maximum and
25 minimum values. (Y_1) should be an average value to avoid possible plays play in the system assembly, while (Y_2 , X_2) should be

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proportional to ascent and descent loads.

The sliders used in the window lift described according to the present invention are made preferably, but not exclusively, of carbon fiber and combinations thereof with POM, PP66 or other
5 similar plastic materials suitable for this purpose with the addition of materials for promoting slippage and reducing the abrasive nature of the carbon fiber. With the choice of these materials it is possible to obtain sliders which are up to ten times more resistant than the conventional sliders made of POM
10 and the like. Also, the carbon fiber allows reducing noise in use with regard to other materials typically employed for the same purpose.

A further important feature of the present invention is the mechanical link between the window lift driving ~~means~~mechanism
15 and the lock device of the motor vehicle where it is mounted. Operation of locks in motor vehicles ~~currently typically~~ involves the use of several electric motors for driving ~~the a~~ central locking system and other related devices. The invention proposes the mechanical connection of the window lift driving means
20 mechanism with at least some of ~~said the~~ devices associated with the lock assembly with the purpose of ~~suppressing~~ eliminating the need for at least one of the motors ~~used~~. In this sense, it should be especially stressed the fact that the feasibility of the mechanical transmission of, for example, the central locking
25 system of a vehicle through the motor of the window lift fixed to the lock thereof is possible ~~thanks due~~ to the high gear ration

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existing between the electric motor output shaft and a screw shaft meshed therewith which would act on the lock mechanism, which may be of the order of 1/70.

More particularly, if the following design variables are taken into consideration in calculation of the window lift driving ~~means-mechanism~~:

α_1 = arch rotated by ~~the~~ a drum of the motor which ~~It~~ equals the ~~travel~~ distance of the driving cable and the ~~length of the pane~~ move that is moved;

10 r = radius of the drum around which the driving 25 cable is wound;

β_1 = angle rotated by the cable drum (in radians);

α_2 = arch rotated by the electric motor before reduction;

β_2 = angle rotated by the electric motor before the reduction
15 (in radians);

Re = gear ration of the gearmotor between the drum axis and the electric motor output shaft;

it is provided that

20 $\alpha_1 = \beta_1 \cdot r$

and as $Re = \frac{\beta_2}{\beta_1}$, then:

$$\beta_1$$

$$\beta_1 = \beta_2$$

25 Re

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Therefore, as

$$\alpha_1 = \beta_1 \cdot r$$

5

Then:

$$\alpha_1 = \frac{\beta_2 \cdot r}{Re}$$

10

Replacing the variables with typical values in a window lift as in the present invention:

$$r=5\text{mm}$$

$$Re = 70$$

15

$$\alpha_1 = \beta_2 \cdot r = \beta_2 \cdot 25$$
$$\frac{\alpha_1}{Re} = \frac{\beta_2 \cdot 25}{70}$$

and expressed in degrees:

20

$$\alpha_1 = \frac{\beta_2 \cdot 25 \cdot \pi}{70 \cdot 180} = 0,0062333 \cdot \beta_2$$

$$\alpha_1 = \frac{\beta_2 \cdot \pi}{72} \Leftrightarrow \beta_2 = 160,427 \alpha_1 \text{ (in mm)}$$

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That is to say, if the travel length of the pane driving cable is 0,5 m, the electric motor rotates approximately 80°, so that there is an available energy for a mechanism like the lock
5 device (and related mechanisms thereof) that requires a low amount of energy and this does not involve any discernable movements in the window lift. A displacement of 0,5 mm in the drum around which the window lift driving cable is wound is hardly appreciated since there are other factors as the
10 compression of springs, cable, rubbers, etc. before the pane is moved.

The design proposed in the present invention provides many advantages:

- 15 - an accurate feasibility study of the window lift for determining stability in use according to the defined variables is thus made possible;
- the use of a window lifting device directly fitted to the lock of the door allows the free room inside the door to be increased;
- 20 - the configuration of the window lift driving means according to the present invention allows at least one of the motors associated with the activation of the vehicle lock to be suppressed;
- a window lifting device designed according to the
25 parameters of the present invention allows large sized and high weighted panes to be driven without problems.

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BRIEF DESCRIPTION OF THE DRAWINGS

A more complete appreciation of the invention and many of the attendant advantages thereof will be readily obtained as the same becomes better understood by the following detailed description when considered in connection with the accompanying figure showing a side view of the improved window assembly in accordance with the present invention.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENT

A preferred embodiment of a window lift assembly according to the present invention is now described in detail and by way of a non limitative example, from which the features and the advantages of the invention will be clearly understood. The description that follows is given with reference to the drawing ~~figure that is herein accompanied~~ which corresponds to a diagrammatic elevational view of a vehicle door having a window lifting device according to the invention, ~~said a portion of the door being part-way~~ shown cut away so that the assembly of guides and sliders as well as the window pane are clearly seen.

The embodiment that is herein described according to the enclosed drawing figure is an effective solution that ~~makes possible the condition of~~ provides static and dynamic stability required for a window lift device fitted in the lock of the motor vehicle door ~~is met~~.

In the drawing figure, a door (1) of a vehicle is shown with

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the frame (2) where the pane (3) slides. The window lift device includes a first guide and slider assembly (4) in the frame (2) of the door (1) and a second guide and slider assembly (5) in the track (6) of the window lift.

5 The window lift is driven through an electric motor and a gearmotor (not shown).

~~The A~~ slider (7) is fixed to the lower edge (8) of the pane (3) at the fastening points (10), the assembly being ~~mounted~~ fixed to the door lock with the track (6) secured thereto.

10 The slider (7) is made of carbon fiber and combinations thereof with POM, PP66 or other similar plastic materials suitable for this purpose with the addition of materials for promoting slippage and reducing the abrasive nature of the carbon fiber. Carbon fiber is preferred due to its low noise in use
15 regarding other conventional materials.

The feasibility of this window lift assembly 20 depends on at least three variables (Y_1 , Y_2 , X_1) which are a function of the geometry and the loads on each door.

Variable (Y_1) corresponds to the distance between two points
20 of contact (P) of the slider (7) in the track (6) measured on a line parallel to said track (6) . Variable (Y_2) is the distance from the upper edge (11) of the pane (3) to the fastening point (12) of the first guide and slider assembly (4) running through the length (9) of the frame (2) of the door (1). The third design
25 variable (X_1) is the distance from an end of the track (6) -which is secured to the frame (2) of the door (1)- to the points of

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contact (P) of the slider (7) in the track (6).

A fourth additional variable called (X_2) may be defined corresponding to the horizontal distance between two points of contact (P) of the slider (7) in the track (6).

- 5 Other values to be taken into consideration are the height (H) from the lower portion (14) of the door (1) of the vehicle to the belt line (13) ; and the height (h) of the window of the vehicle.

- 10 According to the invention, in order to make the design of the window lift feasible, one condition is that it is preferable that (Y_1) is the maximum value possible for generating the maximum resistive torque to withstand the weight of the pane (3), and, at At the same time, ~~another condition is~~ it is preferred that (Y_1) ~~[[<]]~~ is less than (H-h) to facilitate the assembly of the slider (7) in the door. (Y_2) should be less than the value (h- Y_2) since the descent load is less than the ascent torque due to gravity. As the pane (3) ~~carries out an moves upward movement,~~ the window lift ~~should overcome overcomes~~ friction as well as the weight of the pane (3) , while and as the pane (3) ~~carries out~~ removes downward movement, loads are friction minus the weight of the pane(3) . Finally, the distance (X_1) should be as great as possible maximized according to the geometry of the door (1).
- 20

- If the distance (Y_1) is very low small, due to limited space or the geometry of the door (1) , ~~an additional condition is that~~ then the distance (X_2) should be less than or equal to (X_1), ~~the latter-(X_2)~~ being of the order of 100-150 mm, depending on the
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space available for assembly.

~~The increase of~~ The longer distance (Y_1) ~~involves allows a~~
greater limitation of rotation of the slider (7) of the window
lift on the track (6), so that the window lift becomes stronger.
5 ~~On the other hand, distances~~ Distances (Y_2 , X_2) depend on friction
loads.

Regarding the design of the slider (4) ~~of the door guide (1)~~
~~of the vehicle, guiding~~ the slider (4) inside the frame (2) of
the door (1) may be carried out by providing only a single point
10 of contact between the slider and frame inside the guide so that
rotation of the slider is allowed. In this case, to provide
stability to the system, distance (Y_1) should be as high or long
as possible, (X_1) should be as low or small as possible, and (Y_2)
being load dependant.

15 Guiding Alternatively, guiding the slider (4) inside the
frame (2) of the door (1) may be ~~alternatively~~ carried out
without ~~possibility of~~ any rotation, in which case, distance (Y_1)
then should be as low or small as possible to avoid
hyperstability and to prevent the lift system from being blocked,
20 and distance (X_1) then being as low or small as possible to avoid
any possible blocking torques.

Finally, guiding the slider (4) inside the frame (2) of the
door 10 (1) may be also carried out according to the invention by
providing a single point of contact as ~~in the first case~~
25 described above, but with the pane (3) completely resting on the
frame (2) of the door (1) . In this case (Y_1 , Y_2 , X_1) should be

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calculated according to the geometry and the loads, without considering maximum and minimum values. (Y_1) should be an average value to avoid possible malfunctions in the system, while (Y_2 , X_2) should be proportional to ascent and descent loads.

- 5 Once having been sufficiently described what the 20 present invention consists according to the enclosed drawing, it is understood that any detail modification can be introduced as appropriate, provided that variations may alter the essence of the invention as summarised in the appended claims.